## THE RECORD OF THE NAVY

HOW AMERICAN SAILORS MET THE SUPREME TEST OF WAR.

OPERATIONS REVIEWED BY SECRETARY LONG IN HIS ANNUAL REPORT-NEW CONSTRUCTION AND LEGISLATION RECOMMENDED.

Washington, Nov. 25 (Special).-The annual report of the Secretary of the Navy is altogether a notable State document, dignified in its reference to the brilliant conduct of the first campaign of the new Navy, moderate but strong in its recognition of high credit due to the existing system, which was so recently put to the supreme test, and convincing in its conservative view of future naval necessities, such as was to be expected from the ripe public servant who has so long enjoyed the unquestioning confidence and frank admiration of the people.

With an impartial sense of the historian's deep responsibility in dealing with matters which from their very nature could not be popularly known during the progress of hos tilities, Secretary Long gives a succinct narra tive of the principal military operations affoat from the destruction of the Maine to the signing of the peace protocol, presenting the simple truth wholly without comment, but in such a manner that no one can fail to draw the right ful conclusions, especially regarding the important incident of Cervera's "bottling up," the subsequent destruction of his squadron and the to-operation of Army and Navy which brought about the surrender of Santiago Province.

Secretary Long's most important recommendafions relate to the homogeneous increase of the Navy by the simultaneous, and not independent, development of ships, officers, men, repair plants and coaling stations, etc. He adopts the naval construction programme which was published in The Tribune a month ago, embracing the proposition for fifteen vessels, of which three sea-going battle-ships of 13,500 tons; three are 12,000-ton armored cruisers, unequalled for speed and offence by any vessels affoat; three 6,000-ton protected cruisers, similar to the Olympia, and six 2,500-ton cruisers of the Montgomery type, with unprecedented radius of action-all these vessels to be sheathed and coppered to make them as far as possible independent of the meagre docking facilities which have been so humiliating to the Navy.

The revival of the grades of Admiral and Vice. Admiral is urged. The now indispensable reorganization of the Navy personnel as contemplated by the bill already under Congressional consideration is vigorously supported. An increase of the number of enlisted men to twenty thousand is shown to be essential. Congress is asked to put the transport service under naval control, where it properly belongs, and Secretary Long, with a lawyer's insight, pleads for the establishment of a Judge-Advocate's Corps in the Navy, similar to that existing in the Army, to replace the present anomalous conduct of naval legal affairs.

A feature of the report is the presentation of accounts to show how economically the Navy has been administered in a period when hasty expenditures could not be avoided. From this it appears that more than \$25,000,000 of the National defence fund allotted to the Navy Department will revert to the Treasury on Janu-

FULL ABSTRACT OF THE REPORT.

In beginning his report, Secretary Long says: In beginning his report, Secretary Long says:
Since my last annual report the Navy has,
for the first time since its rehabilitation, been
put to the supreme test of war. Years of patient, persistent training and development had
brought it to a point of high efficiency, which
resulted in the unparalleled victories at Manila
and Santiago—victories which have given the
names of our naval commanders world-wide
fame, and added an additional page to the glorious naval history of our country.

THE BLOWING UP OF THE MAINE

THE BLOWING UP OF THE MAINE.

Mr. Long recites the naval dispositions in the early part of the year, the interception on January 11 of the gunboat Helena under orders to join the Asiatic squadron, the bringing of the Cincinnati and the Castine from Montevideo to Para, on the north coast of Brazil, and the blowing up of the Maine in Havana harbor. The "judicious telegram" of Captain Sigsbee, re- given to Admiral Sampson to increase the Flyquesting that public opinion should be suspended, is given, and the appointment of the Board of Inquiry is recorded. Concerning the report of that Board the Secretary says:

After an exhaustive examination of the wreck, After an exhaustive examination of the wreck, and after taking the testimony of witnesses and of experts, the Board reported on March 21 that the Maine had been destroyed by the explosion of a submarine mine, but that it was unable to fix the responsibility upon any person or persons. It was evident that the cause of the disaster must have been from the outside. The report then continues:

The report then continues:

In the mean time, the commander-in-chief of the European station was instructed to attach the Albany and the New-Orleans—then purchased in England of the Brazilian Government—to his command, and bring the latter, the other being unfinished, to the United States. The commander-in-chief of the Asiatic Squadron was ordered to assemble his squadron at Hong Kong. The Olympia, under orders at that time to San Francisco, was retained on the Asiatic station. The Oregon was ordered to proceed from Bremerton, Wash., to San Francisco, and prepare for a long voyage.

Commanders-in-chief of stations were ordered to husband ammunition and keep their vessels.

Commanders-in-chief of stations were ordered to husband ammunition and keep their vessels filled with the best coal obtainable. Enlistments, even in excess of the established quota, were ordered, to fill the complements of men for the Columbia, the Minneapolis, the Miantonomoh and other vessels. The North Atlantic fleet was greatly strengthened, and vessels were concentrated in the neighborhood of Key West. The Flying Squadron was organized, under com-Concentrated in the neighborhood of Key West. The Flying Squadron was organized, under com-mand of Commodore W. S. Schley, and stationed at Fortress Monroe, for the protection of any point on the coast which might be menaced by a Spanish fleet.

STRENGTHENING THE FORCE.

On March 2 Congress passed the Emergency bill, appropriating \$50,000,000 for National defence, and the Department at once took steps to secure auxiliary vessels. On March 12 a Board was appointed and directed to make a thorough examination of such vessels as might be desirable for purchase. Purchases were made upon the recommendation of the Board; the vessels bought were at once sent to the different

thorough the recommendation of the Board; the vessels bought were at once sent to the different navy yards and private yards; the changes necessary to fit them for naval purposes were pushed forward with the utmost dispatch, and the purchase of ammunition, guns and all classes of naval war material went rapidly on.

The commander-in-chief of the Asiatic station and the commander-in-chief of the North Atlantic station had been engaged in thoroughly preparing the units of their commands for the test of war. The squadron, ships, officers and crews were in admirable condition and training, had been for months engaged in tactical maneutyres and gunnery practice, and were strengthened by the addition of the auxiliary vessels as rapidly as converted. The bureaus of the Department had, by wise forethought, prepared them with every facility in the way of men, supplies, ammunition, information and drills, and as early as April 15, four weeks before Admiral Cervera's fivet reached Cuban waters, the Navy of the United States was ready for the outbreak of hostilities. The North Atlantic fieet at Key West covered Cuba; the Flying Squadron at Hampton Roads stood ready to defend our own coast or to threaten that of Spain, and the Asiatic Squadron, at Hong Kong, only awaited information of the outbreak of hostilities.

THE OREGON'S LONG CRUISE.

THE OREGON'S LONG CRUISE.

On March 19 the Oregon left San Francisco for Callao, Peru. The Department issued orders to the Marietta, then at San José de Guatemaia, to precede her, in order to arrange for coal and to facilitate in every way possible the passage of this powerful vessel to reinforce the fleet in the North Atlantic. From Callao she proceeded to Valparaiso, then to Sandy Point, Patagonia, and arrived at Rio de Janeiro on April 30, at which point the Department advised the commanding officer of the declaration of war and of the sailing of the Spanish fleet from the Cape de Verd Islands on April 29. She arrived off Jupiter Inlet, Florida, on May 24, in good condition and ready for service, and was ordered to Key West, where, after coaling, she took her place with the blockading squadron and became a part of the command of Admiral Sampson.

PROTECTION OF THE COAST.

PROTECTION OF THE COAST. In order to provide for the protection of the

## A Pretty Gift

for the holidays. Lundborg's Vio-Violet or Rose of Arden.

and Bar Harbor, Me., the Northern Patrol Squadron was organized, and was placed under the command of Commodore J. A. Howell on April 20. This squadron consisted of the San Francisco (flagship), the Prairie, the Dixle, the Yankee and the Yosemite. At various times there were also attached to it the Columbia, the Minneapolis, the Badger and the Southery.

On April 21 Congress declared war. Admiral Sampson, in command of the North Atlantic fleet, which had been engaged during the five or six preceding months in gunnery and tactical practice off Florida, was at once ordered to blockade that part of the northern coast of Cuba extending from Cardenas to Bahia Honda, At 6:30 a.m. on April 22 the Admiral sailed on that errand.

## DEWEY'S VICTORY AT MANILA

The Secretary gives the dispatch to Admiral April 24, previously published, directing him to proceed from Hong Kong to the Philippines to destroy the Spanish fleet. Commenting on the victory, Mr. Long says:

This victory gave to our fleet the complete control of the Bay of Manila. The naval station at Cavité was taken possession of, and its fortifications were destroyed. The Admiral reported that the city could be taken at any time when a sufficient number of troops were on hand to hold it.

to hold it.

Aside from the mere fact of having won without the loss of a single life such a brilliant and electrifying victory at the very outset of the war, with all the confidence which it infused throughout the country and into the personnel of every branch of the service, it removed at once all apprehension for the Pacific Coast. The indirect pecuniary advantage to the United States in the way of saving an increase of insurance rates and in assuring the country of freedom from attack on that coast is incalculable.

It was at once determined to reinforce the Asiatic Squadron and to send troops to take and occupy the city of Mantia.

THE NORTH ATLANTIC FLEET.

The Secretary then comes to the operations of the North Atlantic fleet, composed of the blockading squadron, Commodore J. C. Watson commanding from May 6 to June 21; the First North Atlantic Squadron, Commodore J. C. Watson commanding from June 21 to June 27, Commodore J. A. Howell commanding from July 1, on which date the Northern Patrol Squadron became part of Admiral Sampson's command to the close of hostilities; the Flying Squadron, Commodore W. S. Schley commanding from May 24, upon which date it was placed under the orders of Admiral Sampson, to June 21, upon which date it ceased to exist; and the Second North Atlantic Squadron, Commodore W. S. Schley commanding from June 21 to the close of hostilities. A squadron called the Eastern Squadron, Commodore J. C. Watson commanding from July 7 to September 20, was organized with the view of threatening the coast of Spain. but owing to the suspension of hostilities it did not proceed upon that duty.

WATCHING FOR CERVERA'S SQUADRON. "On April 29," says the Secretary, "Admiral Cervera's fleet, composed of the armored cruisers Cristobal Colon, Vizcaya, Almirante Oquendo and Infanta Maria Teresa and the torpedo-gunboats Furor, Terror and Pluton, sailed from the Cape de Verd Islands. As its destination was uncertain, Admiral Sampson sailed east with a portion of the fleet under his command for the purpose of observation."

Admiral Sampson bombarded San Juan. The Secretary, continuing, says:

On the morning of May 17 the flagship left On the morning of May 17 the flagship left the squadron in the Bahama Channel and proceeded to Key West. That afternoon the Dupont was met with a dispatch from the Department stating that the Spanish fleet had munitions of war destined for the defence of Havana, and was under imperative orders to reach Havana, Clenfuegos or a port connected with Havana by rail; and that as Clenfuegos appeared to be the only port fulfilling the conditions, the Flying Squadron would be instructed upon arrival at Key West to proceed to Clenfuegos. Instructions were at the same time ing Sanadron by such armored ships as he might

deem desirable.
On May 19 the Flying Squadron, composed of on May 19 the Flying Squares, the Brooklyn, the Texas, the Massachusetts and the Scorpion, sailed from Key West for Clenfue-

the Scorpion, sailed from Key West for Clentueges with instructions to establish a blockade at that place as soon as possible.

On May 20 the Iowa, the Castine and the collier Merrimae sailed to join Commodore Schley's squadron off Clentuegos. On this day the Department informed Admiral Sampson of a report that Cervera's squadron was at Santiago de Cuba, and advised him to order Commodore Schley to proceed off that port with the vessels under his command.

ORDERS TO SAMPSON AND SCHLEY.

Admiral Sampson left Key West for the Ha-Admirat sampson yana blockade on the 21st, having previously sent the Dupont with dispatches to Commodore Schley and ordered the Marblehead and the Eagle to join the Flying Squadron. By the Schley and ordered the Marblehead and the Eagle to join the Flying Squadron. By the Marblehead orders were sent to Commodore Schley advising him that the Spanish squadron was probably at Santiago de Cuba, and directing him, if he was satisfied that it was not at Cienfuegos, to proceed with all dispatch to Santiago de Cuba, and upon arrival there to establish communication with some of the inhabitants and ascertain definitely whether the ships were in port or not. The Hawk followed with duplicate dispatches, which were delivered to Com-

in port or not. The Hawk followed with dupli-cate dispatches, which were delivered to Com-modere Schley on the 23d.

On May 22 Admiral Sampson received a dis-patch from Key West stating that Cervera's squadron was in the harbor of Santiago de Cuba on the morning of the 21st, and also a telegram from the Department that it was expected to visit San Juan. Porto Rico, and if Commodore Schley found that it had left Santiago he should follow it.

At S a. m. on the morning of the 23d Admiral At S a. m. on the morning of the 23d Admiral Sampson left off Havana, sailing eastward, with a view to occupying Nicholas Channel in such manner as to prevent the approach of the Span-ish squadron in that direction. The Montgom-ery joined him on the 24th with dispatches stat-ing that information had been received to the effect that Cervera's squadron had not left

On the 26th Admiral Sampson received On the 20th Admiral Sampson received from Commodore Schley a letter, dated May 23, stat-ing that he was by no means satisfied that the Spanish squadron was not at Clenfuegos, and that he would therefore remain off that port with his squadron.

SECRET ADVICES FROM HAVANA

Mr. Long refers to the reports of secret intelligence agents in Havana as follows:

The Wasp was sent on May 27 to carry The Wasp was sent on any 21 to carly any vice to Commodore Schley informing him that daily confidential reports received at Key West from Hayana stated that the Spanish squadron had been in Santiago de Cuba from the 19th to the 25th inclusive, and directing him to proceed with all possible dispatch to that port.

At this time two telegrams, dated Cienfuegos, May 24, were received by Admiral Sampson from Commodore Schley, stating that coaling from Commodore Schiey, stating that coaling off that port was very uncertain; that he had ascertained that the Spanish fleet was not in Clenfuegos and would go eastward on the next day, the 25th, but that on account of short coal supply in ships he could not blockade if the Spanish fleet was in Santiago, but would proceed to the vicinity of Nicholas Mole, from which

from Commodore Schley, stating that coaling off that port was very uncertain; that he had accertained that the Spanish fleet was not in Clentuegos and would go eastward on the next day, the 25th, but that on account of short coal supply in ships he could not blockade if the Spanish fleet was in Santiago, but would proceed to the vicinity of Nicholas Mole, from which point he would communicate.

Upon the receipt of this information Admiral Sampson at once decided to go to Key West for coal and, if authorized by the Department, to proceed to Santiago in person. The New-Orleans was instructed on this same day, May 27, to proceed to Santiago in person. The New-Orleans was instructed on this same day, May 27, to proceed as rapidly as possible to that port, in company with the collier Sterling, and with orders to Commodore Schley to remain on the blockade at Santiago at all hazards, assuming that the Spanish vessels were in that port. This order further directed that the collier Sterling should be used to obstruct the channel leading into the harbor, and that in the mean time the utmost care should be exercised that none of the Spanish vessels in that port be allowed to escape. Admiral Sampson arrived at Key West on May 28 and cabled to Commodore Schley advising him that the New-Orleans would meet him off Santiago on May 29 with important dispatches, and further emphasizing the importance of immediate communication with persons ashore in order to ascertain definitely

whether or not Cervera's squadron was in the port of Santiago.

Schley the following dispatch:

Harvard, St. Nicholas Mole, Hayti: Proceed at once and inform Schley and also the senior officer present off Santiago as follows: All Department's information indicates Spanish division is still at Santiago. The Department looks to you to ascertain facts and that the enemy, if therein, does not leave without a decisive action. Cobans familiar with Santiago say that there are landing-places five or six nautical miles west from the mouth of harbor, and that there insurgents probably will be found, and not the Spanish. From the surrounding heights can see every vessel in port. As soon as ascertained notify the Department whether enemy is there. Could not squadron and also the Harvard coal from Merrimac leeward off Cape Cruz, Gonalves Channel, or Mole, Hayt? The Department will send coal immediately to Mole. Report without delay situation at Santiago de Cuba. LONG.

At 11 a. m., two hours after receiving this

Kingston, May 28, 1898, decretary Navy, Washington, Merrimae engines abled, is heavy, am obliged to have towed to y West. Have been unable absolutely to coal Texas, the Marblehead, the Vixen, the Brooklyn m collier all owing to the contract.

CERVERA'S SHIPS SIGHTED.

Early on the morning of the 29th a Spanish man-of-war, the Cristobal Colon, was seen lying at anchor inside the harbor entrance, and later a second man-of-war and two smaller vessels. At 10 a. m. Commodore Schley cabled that Cervera's squadron was at Santiago. On the morning of the 21st, with the Massachusetts, the Iowa and the New-Orleans, he exchanged fire with the ships inside the harbor and the forts at a range of about seven thousand yards. On June 1 Admiral Sampson arrived off Santiago, and found Commodore Schley's squadron in column to the westward of the mouth of the harbor. Immediately upon the concentration of these two forces at Santiago a close and efficient blockade was established. Admiral Sampson in command. The harbor was closely guarded day and night by our ships in a semi-circle. Powerful searchlights were thrown upon its entrance during the dark. A plan of attack, by which our vessels were to close in at once upon any of the enemy's coming out, was provided for in standing orders. Early on the morning of the 29th a Spanish vided for in standing orders.

On June 3 an attempt was made to close the harbor by sinking across its entrance the collier Merrimac. This attempt, though unsuccessful in its object, was daringly executed. It is now one of the well-known historic marvels of naval adventure and enterprise, in which Naval Constructor Hobson and his men won undying fame.

June 10 the first battalion of marines landed there and went into camp. For the days and nights these men, supported by Marblehead and the Dolphin, fought almost Marbiehead and the Dolphin, fought almost constantly. The position which they defended was a most important one for the fleet, as it was necessary to have near at hand a harbor in which ships could be coaled and repaired in safety.

On June 15 the fort on Cayo del Toro, in Guantanamo Bay, was destroyed by the Texas, the Marbiehead and the Suwanee.

Upon the arrival of the convoy off Santiago Admiral Sampson sent his chief of staff to communicate with General Shafter. The chief of staff took with him a chart of Santiago Harbor, and explained to General Shafter that in order to enable the vessels of the Navy to enter it was necessary that the positions occupied by the eastern and western batteries of the enemy should be carried. The possession of these points insured the destruction of the mines, the entrance of the naval vessels and an attack entrance of the naval vessels and an attack upon Admiral Cervera's squadron. To this plan General Shafter gave cordial assent. The land-ing-place on which he finally decided was Bai-

LANDING OF SHAFTER'S TROOPS.

the joint operations of the Army and Navy which finally resulted in the surrender of

On July 1, in accordance with a request from General Shafter of June 30, the forts at Aguadores were bombarded and a demonstration made at the entrance of the harbor, which was heavily bombarded, especially the Punta Gorda battery by the Oregon and the Indiana. A report of this hombardment was sent to General Shafter, and Admiral Sampson stated that it was impossible to force an entrance to the harbor until the channel could be cleared of mines, which could only be done after the forts at the entrance of the harbor were taken by our troops.

General Shafter replied that it was not possible to say when he could take the batteries at the harbor's mouth, and urged that an effort be immediately made by the Navy to force an en-

immediately made by the Navy to force an en-trance. Admiral Sampson wrote to General Shafter that the forts which had been bom-Shafter that the forts which had been bom-barded by the squadron could not inconvenience the Army in capturing the city, as they could not fire except to seaward; that as the channel to the barbor was strewn with observation mines, an effort to force an entrance would re-sult in the sinking of one or more naval vessels and in closing the entrance to the harbor, but that if it was desired that the Navy should at-ternal to force the entrance be would at one and in closing the entrance to the harbor, but that if it was desired that the Navy should at-tempt to force the entrance he would at once prepare to undertake it, although he had hoped that an attack by the Army on the shore bat-teries from the rear would leave the Navy at liberty to drag the channel for torpedoes.

DESTRUCTION OF THE SPANISH SQUADRON On the morning of July 3, an interview having been prearranged between General Shafter and Admiral Sampson, the latter, in the flagship New-York, left the fleet for Siboney. When the flagship was about four miles east of her block-ading station and about seven miles from the Morre the Sampleh angular.

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on our side were one man killed and ten wounded, most of them in the drum of the ear by the concussion caused by the guns. Our ships suffered no injury of any account, Admiral Cervera, about seventy officers and one thousand six hundred men were made prisoners, while about three hundred and fifty Spaniards were killed or drowned and one hundred and sixty wounded. These estimates are probably considerably below the actual numbers. Many of the enemy were rescued from their sinking of the enemy were rescued from their sinking ships by our men.

SINKING OF THE REINA MERCEDES. Secretary Long gives this paragraph on the sinking of the Reina Mercedes:

On July 4, at night, the Spanish cruiser Reina Mercedes, which had not left Santiago with Cervera's squadron, was seen steaming out of the harbor. She was sunk just before reaching

General Shafter immediately requested Admiral Sampson to come to him for conference. On the next day Admiral Sampson, being Ill, sent his chief of staff, who had a conference with General Shafter, in which it was arranged that in case the Spanish commander refused the second demand for surrender, a continued bombardment of Santiago should be begun by the fleet on the 9th; that if this was not sufficient there should be an assault on the Socapa battery by the marines and Cuban forces, and an effort made by some of the smaller ships of the squadron to enter the harbor.

BOMBARDMENT OF SANTIAGO.

On July 10 the squadron, complying with the request of General Shafter, began a further bembardment of Santiago This was continued on the 11th. At 12 m. General Shafter sig-Please continue firing with heavy guns until 1 o'clock, and then cease firing until further orders.

At 4:45 p. m. the Brooklyn reported to the General Shafter stated that fire from ships very accurate; shells failing in city; lines have been advanced. Fing of truce went forward to demand unconditional surrender. Will communicate with you fully directly to Aguadores as to time of firing and result of truce.

On July 12 the Admiral received a dispatch from General Shafter stating:

My lines are new complete to the bay north of Santiago. Your shots can be observed from there perfectly, at least those that fail in the town. Flames followed several shots fired to-day. At 8:10 p. m. General Shafter signalled:

A truce new exists, and will probably continue all day to-morrow, the lath. On July 13, at 9:05 a. m., Admiral Sampson signalled to General Shafter:

As commander-in-chief of the naval forces en-aged in joint operations I expect to be repre-ented in any conference held to arrange the terms f surrender of Santiago, including the surrender f the shipping and the harbor. Questions are in-olved of importance to both branches of the

This was replied to at 2:40 p. m. by General I shall be glud to have you represented, but diffi-cult to let you know. Conference may take place

At 1:15 p. m. on the 14th General Miles tele-graphed to Admiral Sampson: I will be glad if you will send to these headquarters an officer to represent you during negotiations for evacuation.

At 1:38 p. m. General Miles was replied to: When do you want Admiral Sampson's repre-sentative there?

SURRENDER OF TORAL'S ARMY.

At 2:23 p. m., before any arrangement could be made by which Admiral Sampson could send representative to the headquarters of a representative to the little Army, General Miles telegraphed: Enemy has surrendered.

On the next day, July 15, General Miles advised Admiral Sampson that the surrender had not actually been concluded, and then, on the 16th, wrote him that at the request of the Spanish officials delay had been granted to communicate with Madrid. This letter inclosed a copy of the agreement of capitulation. Later in the day General Shafter telegraphed:

Enemy has surrendered. Will you send some one to represent Navy in the matter?

Admiral Sampson's chief of staff arrived at the front at the earliest hour it was possible for him to do so, and informed General Shafter of Admiral Sampson's expectation that, in view of the fact that Santiago had surrendered in face of the joint operations of the Army and Navy, he be one of the signatories to the agreement of capitulation. This General Shafter de-The Secretary says no more of that branch of

his subject, but next mentions briefly the wrecking operations that succeeded in the raising of the Maria Teresa. The abandonment at sea and the wreck of the vessel on Cat Island are mentioned. Contracts for the wrecking of other ships have been cancelled. Mr. Long says, but it is probable that a contract will be made with wrecking company to raise the Reina Mercedes. Of the blockade he says: The blockade was of an extremely arduous

character, generally unrelieved by the exhibara-tion of combat. Many devoted officers and crews, from the beginning of the war to the end, rendered most valuable and conscientious service without opportunity for winning distinction in battle. Mr. Long gives a summary of the many in-

cidents of the blockade of Cuban ports and the several engagements with land batteries and the captures of vessels.

MARINES AND NAVAL MILITIA.

He compliments the Marine Corps for its excellent work, particularly while in camp at Guantanamo, repelling Spanish attacks. In considering the work of the Naval Militia, he

These organizations were largely recruited outside of the scafaring class, and lacked the experience in gunnery, navigation and the habits of the sea which are essential to immediate efficient service in the Navy. On the other hand, they were men of a high standard of education and intelligence, and rapidly acquired while on shipboard the knowledge necessity that efficiency. Considering that lack sary for their efficiency. Considering their lack of experience, the services rendered by them were so valuable that the country has been

> Look for the CUPID AND THE CUP

for the Government, the former owners, and the

amply repaid for the money expended in their instruction and training.

The Secretary commends the officers and men

of the auxiliary naval force that patrolled the coasts and the work of the Coast Signal Ser vice. He gives a list of auxiliary vessels bought prices paid. The force of enlisted men allowed by law prior to the outbreak of the war was On August 15, when the enlisted force reached its maximum, there were 24,123 in the service. NO BLOT ON THE RECORD.

Mr. Long concludes that section of the report entitled "The War" thus:

The Department feels, in contemplating the vast amount of work necessary to the successful operations of the Navy during the last year, that the country, as well as the service, has cause for congratulation in the results which have followed and which have been so generally approved, and in the further fact that no personal feeling has arisen to mar the glorious victories and magnificent work of the service.

The Secretary then gives abstracts of the work of the bureaus of the Department having charge of yards and docks, equipment, navigation, the Naval Academy, ordnance, construction and repair, steam engineering, supplies and accounts and medicine and surgery.

SMOKELESS POWDER A NECESSITY. Under the head of ordnance, the Secretary says of smokeless powder:

of smokeless powder:

Smokeless powder is a necessity, not only on account of the absence of smoke, but because of the greater velocities obtained by its use and the freedom from residue which facilitates rapid firing. While a satisfactory smokeless powder has been adopted and is manufactured in considerable quantities, it was, owing to lack of time and lack of facility for manufacture on a large scale, impossible to introduce it generally into the Navy during the recent war. Nevertheless, several vessels were given a complete outfit, and large quantities were distributed. Steps have been taken to give all vessels hereafter fitted out a complete supply, and it is proposed to accumulate a large amount. Congress at its last session appropriated a sum of money for the erection of a Government factory for the manufacture of smokeless powder, and plans therefor have been prepared, land has been cleared at Indian Head, Md., and the work of construction is now in progress.

NEW VESSELS AND ARMAMENTS.

NEW VESSELS AND ARMAMENTS. Of the armament of new vessels, he says:

Of the armament of new vessels, he says:

In the armament of the three battle-ships recently authorized the Department has determined to substitute a new type of high-power 12-inch gun for the 13-inch pattern to be installed in the Illinois and sister ships. The main batteries of the new ships will consist of four 12-inch rifles in two turrets, and of sixteen improved 6-inch quick-firing guns in casemates, in place of four 13-inch and fourteen 6-inch guns in the Illinois class. The maximum thickness of armor to be employed in the new vessels will be 12 inches for the main belt in place of 16½ inches heretofore used, improvements in the manufacture of armor warranting this reduction.

A list of all the vessels under construction is given. The battle-ships will probably be completed on the following dates:

 
 Kearsarge
 August, 1899
 Wisconsin
 Sept. 1, 1898

 Kentucky
 August, 1809
 Maine
 June 1, 1904

 Hilhois
 April, 1909
 Missourt
 June 1, 1804

 Alabama
 Sept. 24, 1809
 Ohio
 June 5, 1901
 "With the exception of the three battle-ships and four monitors last authorized," the Secretary says, "every vessel in the list of those under construction should be completed by the end of the year 1900."

end of the year 1900."

The performance of the Oregon on her trip around the Horn is praised. The report in dealing with the "National defence and emergency fund" says that of the \$29.973.274 22 allotted to the Navy Department \$618.447 17 is not obligated and will revert to the Treasury.

ESTIMATES AND APPROPRIATIONS. A comparative statement of estimates and appriations, 1899-1900 naval establishment, is as

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\$125,000 00 122,000 00 12,725,830 00 1,725,8 The Department calls attention to the recom-

mendations in the report of the Judge Advocate-General for certain legislation concerning the service, mainly of a technical character The Secretary asks for authority to sell vessels bought for the war now no longer needed. He recommends that the transport service be put under the control of the Navy Department, "The recent experiences," he says, "in the conveying of troops from Tampa to Santiago de Cuba and from San Francisco to the Philippine Islands, and the landing of troops and supplies, make it evident that we should follow the universal practice in foreign countries of placing this work in the hands of naval officers." LEGISLATION RECOMMENDED.

orders of the Department to take up any branch orders of the Department to take up any branch of duty and perform it intelligently. The offi-cers who come into the service from civil life, while full of zeal and energy, necessarily lack the training and experience which qualify them to perform many of these duties. Congress, in the act authorizing appointments from civil life, limited such appointments to the period of the emergency created by the war with Spain.

REWARDS OF OFFICERS. In regard to the rewards of officers, after pointing out the unsatisfactory method in vogue,

Mr. Long says: To correct this, the Department recommends legislation to the end that some other system of reward for merit be adopted, so that in rewarding one officer injustice shall not be done to another, and also that in those cases in which officers have during the present war been jumped it shall be provided that this shall not operate to their disadvantage, and that they shall still have their regular promotion as before. Bills have been drawn for both these objects, and will be submitted to Congress.

The Secretary refers to the creation of the rank of Admiral and of Vice-Admiral to reward officers distinguished in the Civil War, and

It is the recommendation of the Department that the grades of Admiral and Vice-Admiral be revived, temporarily as before, to be filled by such officers as it may be the pleasure of the President to nominate and, by and with the advice and consent of the Senate, to appoint.

INCREASE OF THE NAVY. Concerning the increase of the Navy the Sec-

The Navy should be increased, the development of its various branches should be homogeneous, and the increase in ships should be accompanied by a gradual increase in officers and men and in nava! stations, coaling stations, re-Naval Board of Instruction recommends

cruisers of about 12,000 tons trial displacement, carrying the heaviest armor and cost powerful ordnance for vessels of their cas the highest practicable speed on and to have the highest practicable and cope cruisers of about 6,000 tons trial to have the highest practicable at radius of action, and to carr, in most powerful ordnance suitable for vest at the related cost, exclusive of and armament, \$2,150,000 each.

4. Six sheathed and coppered on and armament, \$2,150,000 each.

4. Six sheathed and coppered on and armament, \$2,150,000 each.

5. Seed compatible with good cuising qualities, great radius of action, and to carry the most powerful ordnance suited and coppered or carry the cass. Estimated cost, exclusive of armament, \$1,141,800 each.

their class. Estimated cost, excit are of armament, \$1.141.800 each.

With the territorial acquisitions of the present year, if the Philippines are also annexed to the United States, its outlying territorial possessions will be so great and so extended that this increase of naval force will be necessary; and, as two or three years will be required for the construction of the ships enumerated, appropriations sufficient for beginning them should be made now. Otherwise the authorization of the second of the above recommendations at the coming session of Congress would be enough.

WORK OF THE WAR BOARD. Secretary Long concludes as follows:

The Naval War Board, as finally constituted during active operations in the recent war, was composed of Rear-Admiral Montgomery Steard, Captain A. S. Crowninshield and Captain A. T. Mahan (retired), and was constantly in session at the Navy Department. It was equal to every demand, and through it proper control was exercised by the Department over all movements in the field, and at the same time all officers there were left ample discretion and were never hampered in their work. The Pard was charged with delicate and most apportant duties, and yet the Department is not aware of an error in its performance of them.

With such aid as that of this Board in the direction of naval movements; with such most helpful, earnest and adequate assistant secretaries as Theodore Roosevelt and his successor. Charles H. Alien: with such efficient and competent bureau officials charged with the maintenance, supply and preparation of the Navy; with such officers in authority at naval static and with such officers and men affoat to can'y on the campaign, the success of the Naval Department of the Government was assured.

CREDIT DUE TO HIS ASSISTANTS. The Naual War Board, as finally constituted

CREDIT DUE TO HIS ASSISTANTS. It is to all these that the country is indebted for whatever good work and renown have been achieved by its Navy in the recent war. The head of the Department can only in a measure aid with a touch here and there. Untrained in the art of naval warfare, without professional knowledge of the technicalities of the service, he is at hest only the director of its general progress. Throughout his service in the Department he is greatly indebted for whatever success his administration attains to the intelligence, professional ability and loyalty of those who serve under him. Especially is he dependent upon the chiefs of burea is, with whom he comes in direct contact and non whom he must rely for advice and counse duct of the recent war it has been necessary to refuse the earnest requests of the officers for duty with the fleet, where alone stinction and glory could be won. Their ser are never more essential to the department these teach a time and with a realization. It is to all these that the country is indebted

Department Department glory could be won. Their seriare never more essential to the fact that many of them hing a lifetime for the very oppithe war afforded, the Department est regret that they should be dilege of service at the front. The left the officers on duty at the Department the officers on duty at the Department of the navy yards and stations, alike a great are much greater in time of the priv-ands upon at and at with those

the navy yards and stations, alike with those afloat, are much greater in time of war; they are often on duty night and day, their responsibilities are vastly increased, and they, too, deserve reward for meritorious service.

The thanks of the Secretary are due to his private secretary, Mr. Lewis R. Finney, ir., who has collated the material for this report, and especially to the clerical force of the service, which has faithfully and efficiently met the greatly increased demands incident to the war,

SUES FOR THE RETURN OF SECURITIES. Trenton, Nov. 25.-Walter R. Bruyere, of Newark, to-day instituted proceedings against Alfred Carr. of East Orange, to recover \$20,000 worth of securities, which Bruyere alleges Carr fraudulently obtained from him. Bruyere in his bill alleges that Carr was the sole proprietor of the firm of T. E. Ward & Co., which conducted a bucket shop New-York at No. 31 Brondway, falling about a year ago. According to the allegations of Bruyere's counsel. Ward & Co. paid their creditors nothing. and Carr, who was the real firm, is wealthy. Bruyero further alleges that the securities were placed in Carr's hands in connection with stock operations, and that Carr promised to return them. Because of his refusal to do so the suit is brought.

IT WAS IN SELF-DEFENCE.

AND THE JUDGE THOUGHT THE ROUGH RIDER JUSTIFIED. From The Washington Star.

From The Washington Star.

When the prisoner appeared before the polloging in a Missouri town it was difficult to say what manner of man he was or whence he came. It was evident, though, that he was not entirely sober and had been very much less so. In addition, he had no doubt been reling in the gutter and had seraped his face over some pretty rough sidewalk. All in all, he was a dilapidated specimen; yet there was something about him that bore the distinctive mark of difference from the common herd of that courtroom.

"Aren't you one of the famous Rough Riders?" asked the judge, after he had talked to him very plainly, watching him narrowly the meanwhile. The prisoner heid up his hand warningly. "Don't give it away, judge," he said, looking around in alarm.

"What do you mean?" responded the astonished judge, "Toes what I say, judge," repeated the prisoner.

LEGISLATION RECOMMENDED.

Of a Naval Reserve Mr. Long says:

The experience of the war has demonstrated the necessity of establishing a National Naval Reserve, to be recruited from those who served in the Navy during the recent war and from the various seafaring classes, to be maintained by Federal appropriations, and to be subject to the call of the National Government in time of war. The Department has drawn a bill which provides for the organization of such a Reserve, and will submit it to Congress.

The Secretary asks that the Navy Personnel bill shall be passed by Congress.

The naval officer of to-day must not alone have a knowledge of seamanship and navigation, but must be trained in the technicalities of electrical engineering, ordnance, the use of the torpedo, be grounded in the higher mathematics, and familiar with the customs and practices of the service in its associations with foreign naval and diplomatic representatives. He must be a many-sided man, ready at the

SCHLEY LEAVES CIENFUEGOS. Commodore Schley left Clenfuegos on the evening of the 24th, and at 5:30 p. m. on the 26th reached a point twenty miles or more to the southward and eastward of Santiago, where the squadron stopped while repairs were made to the collier Merrimac. At 7:50 p. m. he signalled to the squadron, "Destination Key West, via south side of Cuba and Yucatan Channel, as soon as coiller is ready. Speed, nine knots." About 9 p. m. the squadron got under way, and after steaming to the westward until 11:20 p. m. stopped to make repairs to the Yale.

On the morning of the 27th the Harvard, from Mole St. Nicholas, delivered to Commodore Schley the following dispatch:

At 11 a.m., two hours after receiving this dispatch from the Department, Commodore Schley signalied to the squadron: "Can you fetch into the port of Key West with coal remaining? Report by signal." At noon the Harvard left, carrying his reply to the Department's dispatch, as follows:

the Texas, the Marblehead, the Vixen, the Brooklyin om collier, all owing to very rough sea. Bad seather since leaving Key West. The Brooklyin tone has more than sufficient coal to proceed to ley West; cannot remain off Santiago present late squadron coal account. Impossible to coal seward Cape Cruz in the summer, all owing to buthwesterly winds. Much to be regretted, cannot bey orders of Department. Have striyen earnest-ti forced to proceed for coal to Key West by way f Yucatan Passage. Cannot ascertain anything especting enemy positive. Very difficult to tow biller to get cable to hold.

Later in the day, the squadron meantime having again moved westward, the signal "Stop" was made to the Flying Soundron, after which the Texas and the Marblehead went alongside the Merrimac and coaled. The squadron was at that time distant about forty miles to the southward and westward of Santiago.

The Flying Squadron remained here until 1:12 p. m. of the 28th, when signal was made to return in the direction of Santiago. This course was kept up till a little after dark, when the squadron stopped for the night about ten miles to the southward of Santiago, with the Marblehead scouting two miles inside the squadron.

CERVERA'S SHIPS SIGHTED.

SINKING OF THE MERRIMAC,

fame.
On June 7 the Marblehead and the Yankee took possession of the lower lay of Guantanamo as a harbor of refuge for the fleet, and on

The Department advised Admiral Sampson that thirty transports with troops would be sent from Tampa to Santlago. A convoy was provided. The report, in showing the co-operation of the Navy with the Army, says:

General Shafter reported to Admiral Sampson on June 22 his intention to commence the landing of troops, and Admiral Sampson at once put an officer in charge of the disembarkation, which was begun during the forenoon of the 22d by means of the steam launches and cutters from the ships of the squadron. The naval vessels shelled the coast about Baiquiri, and a demonstration was made at Cabanas to engage the attention of the enemy. All the troops were successfully landed by the boats of the Navy, and the teint operations of the Army and Navy, and the teint operations of the Army and Navy.

On July 1, in accordance with a request from

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WILBUR'S On every package of WILBUR'S COCOA

The Naval Board of Instruction
the following increase:

1. Three seagoing, sheathed and coppered battie-ships of about 13,500 tons trial displacement,
carrying the heaviest armor and most powerful
ordnance for vessels of their class, and to have
the highest practicable speed and great radius
of action. Estimated cost, exclusive of armor
and armament, \$3,600,000 each
2. Three sheathed and coppered armored
cruisers of about 12,000 tons trial displacement,
carrying the heaviest armor and sost powerful
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